

The Hongkong Telegraph.

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西曆一千九百零九年十二月四日

THURSDAY, DECEMBER 15, 1910.

四月四日

英港二十號五號

\$36 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$15,000,000
Silver 30,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:
G. Balloch, Esq.—Chairman,
Robert Stewart, Esq.—Deputy Chairman,
F. H. Armstrong, Esq. S. A. Levy, Esq.
Andrew Forbes, Esq. F. Lub, Esq.
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wick H. A. Scott, Esq.
C. R. Lennox, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. Smith.
MANAGER:
Shanghai—H. E. R. Hunter.
LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1½ per cent. per annum.
For 6 months, 2 per cent. per annum.
For 12 months, 2½ per cent. per annum.
N. J. STABB, Acting Manager, Hongkong, 26th September, 1910.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1856
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 1 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 1½ per cent.

For 6 " 3½ "

For 3 " 3 "

N. S. MARSHALL,
Manager, No. 9, Queen's Road Central, Hongkong, 26th September, 1910.

[19]

W. DICKSON,
Manager, Hongkong, 26th April, 1910.

[18]

YOKOHAMA SPOKE BANK;
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 16,660,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO HANKOW.
KOBE TIENTSIN.
OSAKA PEKIN.
NAGASAKI NEWCHWANG.
LONDON DALY.
LYONS PORT ARTHUR.
NEW YORK ANTUNG.
SAN FRANCISCO LIOYANG.
HONOLULU MUKDEN.
BOMBAY TIE-LING.
SHANGHAI UHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per annum on the Daily Balance.

On fixed deposit—

For 12 months 1½ p.c.

" 6 " 3½ "

" 3 " 3½ "

TAKEO-TAKAMIGI,
Manager, Hongkong, 27th September, 1910.

[18]

DUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.

BRANCHES:

Berlin Galicia Hamburg Hankow

Kobe Peking Singapore Tientsin

Takao Telangtan Yokohama

[18]

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Königliche Siedlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Wartheuer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Sons

Frankfurt

Jacob S. H. Stern

A.M.

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Cologne

Bayreuth Hypotheken und Wechselbank

Munich.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
laid on application. Every description of
Banking and Exchange business transacted.

J. KÜLLMANN,
Manager, Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rates may be
obtained on application.

INTEREST on deposits is allowed at 1½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

N. J. STABB,
Acting Chief Manager.

Hongkong, 15th July, 1910.

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
RESERVE FUND Gold \$3,250,000

Gold \$6,500,000—
(about £1,500,000.)

HEAD OFFICE—60, Wall Street, New York.

LONDON OFFICE—The Standard House,
E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND,
LTD.,
THE CAPITAL & CONTINENTAL BANK, LIMITED.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

THE Corporation transacts every description
of Banking and Exchange Business, receives
money on Current Account at the rate of
1½ per annum on daily balances and accepts
Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.

For 6 " 3½ "

For 3 " 3 "

N. S. MARSHALL,
Manager, No. 9, Queen's Road Central, Hongkong, 26th September, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE
CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman,
O. Siegfried, Esq.,
Lee Yeng So, Esq.,
J. H. McMichael, Esq.,
O. R. Barkill, Esq.,
J. A. Wattie, Esq., Managing Director,
A. J. Hughes, Esq., Secretary,
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurance in Force £37,855,885.00
Assets 8,415,750.00
Income for Year 2,566,559.00
Insurance Fund 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong,
District Manager, Canton, Macao
B. W. TAPE, Esq., and the
District Secretary, Philippines—
ALEXANDRA BUILDING.

G. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG:

Sir Paul Chater, Kt., O.M.G.,
T. F. Hough, Esq.,
G. J. Lafran, Esq.,
Hongkong, 26th July, 1910.

Hotel.

GRAND HOTEL.

A FIRST-CLASS AND UP-TO-DATE
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly
renovated and extensively enlarged and is
now luxuriously furnished and up-to-date
in every respect. Situated in the most central
position, Large and airy rooms, Hot and
Cold Bath, Gas and Electric Light,
and Fans. Large and comfortable lounge,
Private and Public Bars and Billiard Rooms.
CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Salaries Arrangements
of the latest, HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates
for Twins and Double, Special Rates for
married families on application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo.
Telephone No. 107.

Telegraphic Address: "Comon," Hongkong.
Hongkong, 1st December, 1910.

[18]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.
SHANGHAI, MOJI, KOBE (SUNDAY) { About
and YOKOHAMA { 19th Dec. } Freight and
Passage.

DEVARIA { About
Capt. M. Powell 23rd Dec. } Freight and
Passage.

SHANGHAI { Noon, 24th Dec. } See Special
LONDON, etc., via usual Ports { L. & S. Spicer, R.N.R. } advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, SOMALI { About } Freight and
COLOMBO, PORT SAID, CAPT. A. G. Cobitt, R.N.R. } 28th Dec. } Passage.

SHANGHAI, MOJI, KOBE (NUDIA) { About } Freight and
and YOKOHAMA { Capt. F. J. Fox 3rd Dec. } Passage.

For Further Particulars, apply to E. A. HEWETT,
P. & O. S. N. Co.'s Office, Superintendent.

Hongkong, 15th December, 1910.

Intimations.

THE BIJOU SCENIC THEATRE.
TO-NIGHT.

CHANGING PICTURES TWICE WEEKLY.

Every Night at 7.00 and 9.00 o'clock.

MATINEES SATURDAYS AND SUNDAYS, AT 4 P.M.

TO-NIGHT VAUDEVILLE TURN; TO-NIGHT

at 9 p.m. 2 NEW ARTISTS 2 at 9 p.m.

WORLD'S Miss MAE MONTGOMERY, PICTURES

WORLD'S Mr. CHAS. CASTLEMAN, PICTURES

WORLD'S AND MISS VERA FERRACE, PICTURES

WORLD'S PICTURES

7 P.M. CENTS 50, 30 AND 25—9 P.M. \$1.00, CENTS 70 AND 40.

Leisure and Mana, etc., R. H. STEPHENSON.

Hongkong, 15th December, 1910.

[18]

FINE OLD "AFTER DINNER"
PORTS.

FOR THE XMAS SEASON.

Dow's Vintage 1890.

Caldbeck's Vintage 1896.

Dow's "Four Crown."

Caldbeck's "Royal Tawny."

CALDBECK, MACGREGOR & CO.

Established 1864.

Hongkong, 15th December, 1910.

Hotels.

WEISMANN'S
FRESH GRAPES.

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
SHANGHAI, TSINGTAU, KOBE ("GOEBEN")	"	THURSDAY,
and YOKOHAMA	(Capt. G. Baile ... (T. 17,300)	15th Dec, Midnight
JESSELTON, KUDAT and SAN- ("FORMO")	{ T. 5,050	SATURDAY,
DAEAN	Capt. V. Samilli ...	17th Dec, 11 A.M.
NAPLES, GENOA, ALGIERS, ("PRINZ LUDWIG")	{	WEDNESDAY,
GIBRALTAR, SOUTHAMPTON	Capt. F. v. Denner (T. 18,320)	18th Dec, at Noon,
ANTWERP and HAMBURG	"	

MANILA, YAP, MARONI, NEW-	"COBLENTZ"	SATURDAY,
GUINEA, SAMARAI, BRISBANE	Capt. H. Regent ... (T. 6,750)	31st Dec, at Daylight,
SYDNEY and MELBOURNE	"	
KOBE and YOKOHAMA	{" PRINZ WALDEMAR" ...	About THURSDAY,
	Capt. F. Isenck (T. 6,100)	10th January.

All the steamers of the European Line are fitted with Wireless Telegraphic. New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS, HONGKONG.

Hongkong, 15th December, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and

Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.

Docking Length 515 ft.

Width of Entrance ... 80 "

Water on Blocks 18 "

No. 2 DOCK.

Docking Length 376 ft.

Width of Entrance ... 50 "

Water on Blocks 16 "

No. 3 DOCK.

Docking Length 481 ft.

Width of Entrance ... 63 "

Water on Blocks 15 "

Mooring basin 603 feet x 133 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts and keel; in stock. Two powerful tow boats, floating derricks to lift 45 tons; pneumatic, electric, hydraulic; plates, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders or short notices by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midniche Office 533, or 575, Customs Branch Office 1322, Takashimacho Office 291, or 295, Icifanecho Office 2152.

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 7,333 square yards or 15 acres. Direct water frontage of 1.36 miles in length, part having a depth of 15 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launchers, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 15th, 1910.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 8th November, 1910. [70]

TO LET.

21, CONDUIT RD., CLIFTON GARDENS,
1 & 2, BOWEN ROAD, lately occupied as
Artillery Officer's Quarters. Suitable
for Boarding House.

GODDONS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHE ROAD,
3rd Floor.

A HOUSE in WONG-MEI-CHONG ROAD,
OFFICES in YORK BUILDING.

No. 10, DES VOUX ROAD CENTRAL,
1st Floor.

SEMI-EUROPEAN FLATS, Praya East
corner of Observatory Place. The
Trams stop at the door.

Also NEW EUROPEAN FLATS ad-
joining the new Seaman's Institute,
Praya East.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 2nd November, 1910. [159]

Intimations.

GENTLEMEN,

WE HAVE SOMETHING TO
SUIT YOU!

JUST ARRIVED, a wide range of New
Fashionable Suit length pieces of 3/2 yds.
double width.

Pyjama Suits, Woollen, Flannel
and Flannelette.

Silk Scarves, assorted colours;
Scarf Pins, rolled gold and gold
plated. Dress Neck Ties, White
and Black.

HOOSAIN-ALI & CO.,
No. 14, QUEEN'S ROAD CENTRAL

Hongkong, 15th November, 1910. [682]

OSMAN &

CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPACKED

Lad's Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed

Hongkong, 6th September, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.

15 AGUILAR STREET,
HONGKONG.

Hongkong, 1st September, 1909. [65]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and

Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

RUBBER ESTATE RETURNS.

	Sept.	Oct.	Jan.—Oct.
Allagar	3,600	8,553	29,017
Alor Pongau	2,628	12,157	
Alma	1,100	4,850	
Anglo Malay	59,162	464,418	
Ayer Kuning	320	400	2,186
Ayer Molk	2,168	11,088	
Ayer Panas	1,580	4,339	
Balgowrie	7,653	8,481	84,8
Bantak Rabbit	1,320	3,835	
Banteng	4,173	19,307	
Batu Caves	14,728	104,070	
Batu Tiga	9,602	6,370	
Beraam	1,100	1,103	
Bertam	10,350	83,803	
Bikam	3,145	16,767	
Birch	1,675	5,892	
Bukit Kojang	5,193	5,064	4,458
Bukit Rajah	30,311	308,965	
Bukit Lintang	4,700	47,523	31,710
Bukit Timah	1,422	1,357	5,18
Bukit K. B.	612	1,605	
Carry United	12,250	66,550	
Castilefield	5,047	31,088	
Chengkai Serdang	31,424	2,955	29,544
Changkat Salak	2,157	2,34	9,68
Cheng	950	950	
Cicily	15,45	15,326	103,337
Consolidated, Malay	23,015	119,120	
Calabonla	26,003	179,317	
Chamor		2,174	
Cherchesos		2,385	
Chota		503	500
Damansara	93,293	258,100	
Dominion		410	440
Edinburgh	6,200	8,000	6,050
Federated (Selang.)	17,058	9,138	
F.M.S. Rubber	24,145	43,862	
Godong	22,000	11,7100	
Glocester	2,132	2,074	17,665
Glenishol	4,784	19,493	
Golden Hope	9,180	5,382	
Golconda	18,073	104,426	
Gula Kalumpong	10,500	12,000	32,833
Hai Kee		730	2,503
Harpendon	12,000	57,930	
Haylor	599	608	2,174
Heawood	1,668	1,394	6,561
High & Lowlands	43,473	37,843	
King Kenneth	12,893	11,248	
Iodragid		705	4,401
Jimab		100	
Jugra	9,511	60,383	
Jebong	21,880	23,850	186,250
Kapar Para	17,168	97,816	
Kamulud	8,943	9,803	37,413
Kempsey	4,999	27,134	
Keppong	4,730	5,253	31,639
Klebang	2,35	733	
Kota Tinggi	670	50	4,008
Kuala Klang	3,181	16,591	
Kurau	3,141	3,07	13,705
Kuan Rob, Kit,	3,870	41,03	39,554
Sherwan, Tomes & Co., General Managers,		49,216	49,216
Kuala Selangor		7,003	7,003
Lubo	20,648	20,102	161,160
Laundron	31,097	28,837	
Ledbury	10,633	8,522	
Linggi	78,000	82,000	669,500
London Asiatic	18,678	11,789	
Malaka Planda	451	783	
Malacca Plant	33,000	220,000	
Mandal Teckong	470	733	2,674
Merton	2,178	11,972	
New Scindabah		731	731
New Singapore	60	220	
North Hum			

Intimation.

2000.

Bennell,

20.

Alexandra

Buildings.

NOW SHOWING

IN NEW

AUTUMN.

GOODS...

LADIES'

COSTUMES

COATS...

EVENING -

CLOAKS -

A

LARGE VARIETY

OF

CHILDREN'S

HATS,

COATS,

SHOES,

ETC., ETC., ETC.

Wm. POWELL,

LTD.

Alexandra
Buildings.

EXILED MONARCHS.

Nothing finer was ever expressed in a poem than that famous line of Shakespeare's "Uo easy lies the head that wears a crown" and this has been a strikingly attested during recent years, when revolutions have been added to the terrors of navalistic plots and assassination. Only last year the rulers of Morocco, of Turkey, and of China were compelled to "retire from business," and now similar fate has fallen the youthful King of Portugal. Certain other monarchs live for some time but reason to feel that they are liable to dismissal without notice, and may at any moment have to seek sanctuary.

Of all the nations, note in modern times has furnished such striking illustrations of the instability of thrones as France. There, for 150 years past, but a single monarch, Louis XVII., has finished his reign with his life.

Louis XVI., Charles X., and Napoleon III., were all forcibly dethroned; Louis Philippe and Napoleon the Great abdicated; and Louis XVI., never reigned at all except in name. Yet, despite his disheartening record our Gallic neighbours would not have thought to wait or far to search should they ever again come to the decision to be ruled by a king; for there are several monarchs out of business who are anxious to be restored to power.

Should the like of their ancient Bourbons be preferred the French could call on Louis Philippe, Duke of Orleans, who lives in regal style at Wood Norton, in the beautiful Vale of Evesham, in Worcestershire. Not less willing to accept the offer would be such representatives of the Napoleonic dynasty as Prince Charles, Prince Roland Bonaparte, or Prince Victor, whose marriage under unusual circumstances is about to take place in this country.

It is difficult to discover a European State which, within the last century, has not furnished instances of monarchs being obliged to go into retirement. During that period Russia has witnessed the abdication of one monarch, Constantine Pavlovitch, and the deification and murder of two others, Paul I. and Alexander II. Spain has furnished no fewer than four abdications, those of Charles IV., Ferdinand VII., Joseph Bonaparte, and Amadeus I. Queen Isabella, too, grandmother of the reigning King Alfonso, after being in the first instance forcibly dethroned, eventually abdicated in order to pave the way for the restoration of the dynasty in the person of her son Alfonso XII. Italy, counting the kingdom of Sardinia, has had two abdications, Victor Emmanuel I. and Charles Albert, who died of a broken heart in his retirement at Oporto. In Serbia, almost every ruler since that State secured its independence from Turkey has thus been abandoned. As a matter of fact, the party would not have come to that conclusion but for the fact that the climate was beginning to tell on all and that previous invasions as well as attacks by the terrible tragedy of 1903. The story is much the same everywhere, for within the period named Austria, Prussia, Belgium, Bulgaria, Roumania, and Portugal have contributed to swell the list of monarchs whose further employment in that capacity was dispensed with.

The downfall of a ruler has invariably had a disturbing influence among other monarchs from their thrones. The downfall of the first Napoleon in 1814 brought about the retreat of quite a host of upstart kings, whose realms had been cut out of other people's belongings. Louis of Holland, Eugene of Orléans, Joseph of Spain, Jerome of Westphalia, Joachim Murat of Naples, Albert of the Grand Duchy of Warsaw, and Pius, Prince of Lucca, were all compelled to share the fate of their great pretensions and seek a refuge elsewhere. The sudden blaze of revolution which broke out in 1848 exiled half the Thrones of Europe, including the rulers of Austria, France, Prussia, Bavaria, Saxony, Baden, Rhenish Palatinate, and the Pope of Rome himself. Their exile, in this instance, was, however, of short duration, and in the majority of cases the monarchs were back in power within a few weeks; the most notable exception being Ferdinand of Austria, whose restoration was so little to his taste that he shortly afterwards retired for good and ill in favour of his nephew, the still reigning Emperor Francis Joseph, and the oldest European Monarch. We have a like instance in the events of the past eighteen months, when the revolution in Mexico was quickly followed by one in Turkey and another in Persia, and now it is the turn of Portugal.

Kings and other Royal personages being human, one can readily understand their inability to settle down to new conditions of life and to be satisfied from the lack of their birth. "I like lot of a dethroned king, who's born a king and nothing more, must be dreadful" said Napoleon I. "The primp of the throne, the gorgaws wh' surround him from his cradle, and all who accompany him step by step through his life become a necessary condition of his existence." To a mind of the prodigious activity of the first Napoleon the rôle of private life was so disagreeable that he gave it only a few months' trial before setting off for Europe again by his return from Elba. When finally and irrevocably exiled he settled himself to death and the intolerable monotony of his solitude at St. Helena. Not least restless was his famous son-in-law, Muhammed Ali, whose desperate attempt to regain his throne cost him his life. Another instance of the craving for power is furnished by Milos, once King of Servia, who after renouncing his throne in a fit of temper, spent the rest of his life in a series of abortive attempts to regain it.—Globe.

SUBMARINES IN WAR.

REALISTIC EXPERIMENTS CARIED OUT AT PORTSMOUTH.

A series of important experiments with submarines were carried out at Portsmouth recently, with a view to ascertaining, firstly, how these craft would fare if their periscopes with which they have observatories on the surface when submerged were shot away by gunfire; secondly, how the vessels would suffer when passing in the vicinity of an enemy's submarine mine field. For the purpose of these experiments submarines of older types have been submerged, but without crews, and in the first place, were fired at by destroyers which however failed to hit the periscopes. The vessels were reported to have escaped the perils of the exploding mines, but the experiments are regarded as confidential, and no details are allowed to transpire. The work is stated to be carried on at Portsmouth. The work is stated to be carried on at Portsmouth.

EXPLORERS IN UNKNOWN NEW GUINEA.

A BAIT SHIP EXPEDITION AT WORK.

The Royal Geographical Society has received a short account of the work of the British expedition at present at work in the unknown parts of Western New Guinea. Only last year the rulers of Morocco, of Turkey, and of China were compelled to "retire from business," and now similar fate has fallen the youthful King of Portugal. Certain other monarchs live for some time but reason to feel that they are liable to dismissal without notice, and may at any moment have to seek sanctuary.

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Of all the nations, note in modern times has furnished such striking illustrations of the instability of thrones as France. There, for 150 years past, but a single monarch, Louis XVII., has finished his reign with his life.

Louis XVI., Charles X., and Napoleon III., were all forcibly dethroned; Louis Philippe and Napoleon the Great abdicated; and Louis XVI., never reigned at all except in name. Yet, despite his disheartening record our Gallic neighbours would not have thought to wait or far to search should they ever again come to the decision to be ruled by a king; for there are several monarchs out of business who are anxious to be restored to power.

Should the like of their ancient Bourbons be preferred the French could call on Louis Philippe, Duke of Orleans, who lives in regal style at Wood Norton, in the beautiful Vale of Evesham, in Worcestershire. Not less willing to accept the offer would be such representatives of the Napoleonic dynasty as Prince Charles, Prince Roland Bonaparte, or Prince Victor, whose marriage under unusual circumstances is about to take place in this country.

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INTIMATIONS.

CONFIDENCE

said Lord Chelmsford, "in a plain of slow growth." People believe in things that they see, and in broad sense, they are right. What is sometimes called blind-faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? It is in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the epidemics for which it is recommended I shall resort to it full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphite and the Extracts of Malt and White Cherry. It quickly eradicates the poisons, disease-breeding acids, and other toxic matters from the system; regulates and promotes the normal action of the organs, giving vigorous appetite and digestion, and is invaluable in Prostration following Fevers, Anemia, Sepsis, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

Undaunted by failure, Dr. Marshall—this time with Captain Rawling—made a second attempt. The party cut a new line through the jungle, and formed a camp on the Watikawa River. At this stage of the journey the party had a narrow escape from disaster through being misinformed by natives. Some of these declare that it came from the east—the desired direction—so the explorers determined to ascend it, keeping all the time to its bed, immersed up to the arm pits during the frequent crossings and re-crossings. The party did not go very far, however, owing to the increasing depth of the river and of the precipices facing them on either side.

Still more, the river was found to come from the north, and not from the east, as asserted by the natives, and it soon became evident that further advance was quite impossible. The party turned back, and only four hours after the base camp was reached, the river suddenly came down in flood, and the explorers experienced no better opportunity than at that particular occasion to congratulate themselves on their good fortune.

All attempts at approaching the snows (the nearest being some thirty miles distant) had thus been abandoned. As a matter of fact, the party would not have come to that conclusion but for the fact that the climate was beginning to tell on all and that previous invasions as well as attacks by the terrible tragedy of 1903. The story is much the same everywhere, for within the period named Austria, Prussia, Belgium, Bulgaria, Roumania, and Portugal have contributed to swell the list of monarchs whose further employment in that capacity was dispensed with.

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ITALIAN CONVENT.

AN APPEAL.

The Superior of the Italian Convent has issued the following appeal to patrons and friends of the Institution:

Recent events in a not honourable field of labour of the Canadian Sisters of Charity, who had been established in the district since 1877, have led to the closing up of the institution, which had been maintained as a day and boarding school and a nursing home, while the "Sister Eufacia" is now being used on the case of the aged invalids.

The greatly regretted event is accountable for a considerable augmentation in the number of inmates who have had to be housed partly in the central house of the Convent in Can's Road, and partly in the district establishment at Hungshon.

The exact number for whom provision has had to be made since the first week in December is as follows:-

Sisters (European)	33
" (Chinese)	7
Chinese Orphans	35
Portuguese Orphans	21
Fondlings	30
Chinese Boys	89
Total	129

It does not require many words to explain that, besides the cost of removal to Hongkong, the bare necessities for the maintenance of such a large number of people entail an expenditure as who by unexpected as the convent is without immediate resources to meet.

We are, therefore, driven to the urgent necessity of appealing to your generosity for assistance. We are conscious that the season of year is not opportune for demands upon the purse of Hongkong residents; but we are left without any option, and the urge it nature of our need impels us to have recourse to your charity even at the risk of so repeatedly importuning you. We hope to be excused. No donation is too small. However, if a considerable amount, it will help to provide the daily subsistence of the hundred persons in whose behalf we venture to appeal.

AEROPLANE v. BATTLESHIP.

In summing up the case against the aeroplane, it may be necessary to explode a few delusions as to the vulnerability of modern battleships. From recently published newspaper articles on this subject, it would seem that modern ships are regarded as flying defence only to broadside fire, and it is undoubtedly true that the millions of our interested citizens who visit our ships are more interested in their offensive powers than in their structural strength.

Yet these vessels are not frail shells pursuing a perilous course upon a dangerous element. The modern Dreadnought, properly handled, has little to fear from sea or storm, and the process of development that has made her staunch, has left little to fear from such projectiles as an aeroplane can now carry and discharge.

EXPLOSIVE HOMMIS.

dropped on steel plates are not a serious menace, especially at all vital portions of a ship opening above the water are protected below the upper decks by heavy grating. Hirai Maxim showed long ago how ineffectual against steel plates is the action of explosive without penetration, even when high explosives in large quantities be used.

The armoured end of a battleship may be crashed in from above and she will steam and fight with but slightly reduced power. In action very few people are exposed above the upper decks of ships. It is no secret to say that they are fewer than ordinarily realized.

The explosion of a large bomb or projectile on a turret or conning tower could have little result in action and is, at present, a contingency quite as remote as destruction.

BY THE HEAT RAY,
the ingenious and terrifying, but purely imaginary invention of M. P. G. Well in his story of inter-planetary war; or as the exaggerated destruction of ships by powder magazine explosions, to be effected by wireless, is popular.

Grazing equal ingenuity to the attack and defense, a gun is used on the ship platform, devised to repel aeroplane attack, shield, for years to come, show an advantage over the weapons designed to launch projectiles from the air. Range finders, range tables, and even new gun types may confidently be counted on when the air attacks become really menacing.—Commander John F. Hubbard, U.S.N., in *Hart's Weekly*.

VIRGIN OF SOMB SLANG PHRASES.

When in a heated moment one tells an irritating companion to "Go to blazes," it now appears the remark is blandly polite instead of abusive.

The true meaning of the phrase was recently explained during a case at the London Licensing Sessions, for it seems there was once a bishop name Blaize, who was always ready to dispense wisdom and advice. Thus it grew to be the custom to say, "Go to Blaize's."

The English vocabulary abounds in similar phrases which appear to possess an abusive and forcible significance, but whose original meaning was quite harmless.

"Cheese it!" another term vulgarism, is nothing more than a corruption of "Choose it better" or, in other words, "Tell me some thing I can believe."

The expression "I'll give him the nail" usually suggests that there is a bad time in store for some one. The original phrase meant to be quits with a person, and was derived from the French proverb, "If he gives me pess, I will give him bray."

"Go to Barb" is a less common phrase, and one usually applied to a person who is talking nonsense. It became popular during the period when the West of England was the fashionable health resort, and when silly and allihly deformed like were recommended to "Go to Barb and let your head shaved."

THE ART OF AVIATION.

CELEBRATED AIRMAN COMING TO HONGKONG.

We are informed by the Société d'Aviation d'Extreme Orient, whose offices in this Colony are at No. 38, Queen's Road Central, that their Principal, the Marquis de Villeneuve, the celebrated French aviator, will shortly visit the Colony with his flying machine.

The Marquis is due in Saigon in a few days, where he will join Mr. Van der Borch, the renowned Belgian aviator, and proceed to give exhibitions in the art of aerial flight.

These gentlemen have with them El Roy and Fairman and probably other types of flying machines. They intend visiting the South Coast ports and will arrive in this Colony about a month hence, when the Hongkong public will, for the first time, be given an opportunity of witnessing these vessel's flying in mid-air. We understand exhibitions of straight, circular, high and distance flight will be given and probably, if sufficient public interest be evidenced we might also see racing contests in mid-air.

Although a good deal has been written about aviators coming to the Far East, the above gentlemen are the only aviators on the spot.

JUSTICE IN MANILA.

TWO YEAR OLD SENTENCED.

Despite the persistent attempts of a kind-hearted police force to adopt him as a mascot, 2-year-old Juan Abusono was sentenced to the Hospital San Jose by Judge C. M. of the Municipal Court. Juan was picked up on a street two months ago by a patrolman from the Manila station.

This little fellow was blind and immediately fell into the good graces of the force. His ambition, however, was to run away but just as regularly was he picked up by an officer from another station. Patience finally gave in, so Jose found himself in the tolls. He is sick and the police say he is sadly in need of medical attention.

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Shipping—Steamers.

**CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.
"EMPEROR LINE."**

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

"EMPEROR OF JAPAN"

SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA"

SATURDAY, JAN. 14TH.

"MONTEAGLE"

WEDNESDAY, JAN. 25TH.

"EMPEROR OF INDIA"

SATURDAY, FEB. 11TH.

"EMPEROR OF JAPAN"

SATURDAY, MAR. 11TH.

"EMPEROR OF CHINA"

SATURDAY, APRIL 8TH.

From St. John,

"ALLAN LINE"

FRIDAY, JAN. 13TH.

"ALLAN LINE"

FRIDAY, FEB. 10TH.

"ALLAN LINE"

FRIDAY, MAR. 10TH.

"ALLAN LINE"

FRIDAY, APRIL 7TH.

"ALLAN LINE"

FRIDAY, MAY 5TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bed in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Poya (opposite Blake Pier). [2]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	LOKSANGI	SATURDAY, 17th Dec., Noon.
SHANGHAI	CHOYSANG	SATURDAY, 17th Dec., Noon.
MANILA	YUENSANG	SATURDAY, 17th Dec., Noon.
SGAPORKE, PENANG & CALCUTTA	NAMSANG	TUESDAY, 20th Dec., 3 P.M.
MANILA	WINGSANG	SATURDAY, 24th Dec., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers Kaitaku, Nansan and Hokuang leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for Flat-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Port, Chefoo, Tientsin & Nanking.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215. Hongkong, 15th December, 1910. [8]

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried.

Reduced Fares. Cargo booted through for all Australian, New Zealand and Tasmania Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BETTERFIELD & CO., LTD.

Telephone No. 66. Hongkong, 15th December, 1910. [9]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS. TO SAIL.

SHANGHAI	ANKHUI	17th Dec., Midnight.
MANILA, ZAMBALG & AUSTRALIA	CHANGSHA	19th Dec., 4 P.M.
LIAN PORTS	CHIHLI	19th Dec., Noon.
HAIPHONG	SUNGKIALANG	20th Dec., 4 P.M.
ILOILO & CEBU	TAMING	20th Dec., 4 P.M.
MANILA	SZ-CHUEN	20th Dec., 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	KAIPONG	20th Dec., 4 P.M.
ILOILO & CEBU	CHENAN	20th Dec., 4 P.M.
SHANGHAI		

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

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HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP COMPANY.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	4000	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 21st Dec., at 4 P.M.
SAFIRO	4000	E. Rice	MANILA, CEBU & ILOILO	WEDNESDAY, 28th Dec., at 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL AGENTS.

Hongkong, 8th December, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE AND YOKOHAMA	"SEATTLE MARU"	6,162	WEDNESDAY, 28th Dec., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA.....	"MEXICO MARU"	—	TUESDAY, 10th Jan., 1911, Noon.

The Go's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO (DIRECT)	"YEUNG MARD"	SATURDAY, 17th Dec., at 5 P.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 18th Dec., at 10 A.M.
ANPING and SWATOW via AMOY	"SOSHU MARU"	WEDNESDAY, 21st Dec., at 8 A.M.

THE CHEAPEST THROUGH PASSAGE to NANKING, in connection with the Nisshu Kitai Kaihatsu steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. 2nd Class. 3rd Class.

\$78.00 \$55.00 \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 15th December, 1910.

S. HIROI, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

Intimation.

Woo Lee,

GENERAL
PRINTERSCOMMERCIAL
STATIONERINDIA.
RUBBER.
STAMP.
MAKER.AND
ACCOUNT
BOOK.
MANUFAC-
TURER.47, Des Vœux
Road.

UNDERTAKES

TO DO
ALL KINDS
OF
JOB PRINTING.FROM A
VISITING
CARD
TO A
POSTER.ONLY FIRST-CLASS
WORK DONE.

PRICES MODERATE.

Hongkong, 1st November, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE,
Settling.

London—Bank T.T.	.....
Do. demand	10/16
Do. 4 months' sight	10/13
France—Bank T.T.	.....
America—Bank T.T.	.....
Germany—Bank T.T.	.....
India T.T.	.....
Do. demand	137
Shanghai—Bank T.T.	7/1
Singapore—Bank T.T. per H.K. Stock	90
Japan—Bank T.T.	.....
Ive—Bank T.T.	.....
Do. 4 months' sight L.O.	10/16
6 months' sight L.O.	10/9
10 days' sight San F'co & New York	45
4 months' sight do.	61
10 days' sight Sydney & Melbourne	10/11/6
4 months' sight France	2.38
1 month's sight Germany	1.92
1 Silver	25/16
Duck of England rate	48/7
Sovereign	\$10.81

SHIPPING AND MAILS

MAILS DUE.

(Indian (*Lataj*) 17th inst.(American (*Nippon Maru*) 20th inst.(Canadian (*Empress of China*) 21st inst.(American (*Sibaria*) 30th inst.)(American (*China*) 3rd prox.)The s.s. *Rubli* left Manila on 14th inst., and it due here on 17th inst., at 4 p.m.The O.S. K.s.s. *Mexico Maru* from Tacoma, arrived in Yokohama on 14th inst., and is expected to arrive here on 29th inst., via Shanghai.The C. P. R. Co.'s s.s. *Empress of China* is at Yokohama on 13th p.m. on 14th inst., and left again at 4 p.m., same day, for Kobe, where she is due to arrive at 4 p.m., on 15th inst.

THE WBATHER.

On the 15th at 11:55 a.m.—The barometer has risen considerably over the Loochow and fallen moderately at the Fosins, the sea level depression having moved Eastwards towards the latter area.

Pressure has given way slightly over N. China and increased a little in S. China.

The anticyclonic area appears to be centred over the Upper Yang ze valley. Pressure remains low over the South of the Philippines and adjacent waters.

Very strong monsoon will continue to prevail over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending 11 a.m. to-day, 0.0 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N. winds, fresh or strong; f.e.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamock, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan same as No. 1.

Shipping.

Arrivals.
 Siam, Danish ss., 3,000, C. Kundsen, 14th Dec.—Singapore 7th Dec., Gen.—M. & Co.
 Clara Jebsen, Ger. ss., 1,100, J. Bendixen, 14th Dec.—Fapitong and Hoihow 11th Dec., Gen.—J. & Co.
 Hong Wan I, Br. ss., 2,000, J. Womsworth, 14th Dec.—Singapore 8th Dec., Gen.—J. & Co.
 Pakat Ger. ss., 1,024, E. Gathemann, 14th Dec.—Bankok and Holbow 14th Dec., Rice and Teakwood.—B. & S.
 Scandia, Ger. ss., 2,854, V. Dohren, 14th Dec.—Singapore 7th Dec., Gen.—H. A. K. Goeben, Ger. ss., 5,150, G. Bolte, 15th Dec.—Hamburg 3rd Nov., and Singapore 10th Dec., Mills and Gen.—M. & Co.
 Idenade, Br. ss., W. H. Sea, 15th Dec.—Singapore 8th Dec., Gen.—S. T. & Co.
 Hong Moh, Br. ss., 7,550, R. S. Baldwin, 15th Dec.—Singapore 3rd Dec., Gen.—Order.

Hopson, Br. ss., 1,156, J. M. Hay, 15th Dec.—Hongay 8th Dec., Coal.—J. M. & Co.
 Karatsu and Dec. Coal.—A. & Co.

Korea, Am. ss., 5,651, J. W. Saunders, 15th Dec.—San Francisco via Manilla 8th Dec.—Mail and Gen.—P. M. S. N. Co.

Hercules, Nor. ss., 1,057, E. v. Reeken, 15th Dec.—Bangkok via Swatow 4th Dec., Rice and Meal.—B. & S.

Fri, Nov. ss., 2,645, W. L. Andries, 15th Dec.—Kwan-chow-wan 15th Dec.—Salt.—Agard Thoresen & Co.

Hongkong Maru, Jap. ss., 3,447, H. Hinokuma, 15th Dec.—Careel Chile 14th Sept., Coal and Md'se.—T. K. K.

Hong Moh, Br. ss., 7,550, R. S. Baldwin, 15th Dec.—Singapore 3rd Dec., Gen.—Order.

Hopson, Br. ss., 1,156, J. M. Hay, 15th Dec.—Hongay 8th Dec., Coal.—J. M. & Co.

Indraade, Br. ss., W. H. Sea, 15th Dec.—Singapore 8th Dec., Gen.—S. T. & Co.

Achilles, Br. ss., 7,747, R. G. Tompso, 15th Dec.—Liverpool 9th Dec., Gen.—B. & S.

Huichow, Br. ss., 1,935, E. Forsyth, 15th Dec.—Tientin 9th Dec., Gen.—B. & S.

Quinta, Ger. ss., 900, Scholten, 15th Dec.—Bar'g'tok via Hoihow 15th Dec., Rice.—S. & Co.

Johanne, Ger. ss., 957, M. Ipland, 15th Dec.—Patkoi 14th Dec., Salt.—J. & Co.

Chin Shing, Br. ss., 1,197, F. Mooney, 15th Dec.—Fianchi 7th Dec., Peanuts—J. M. & Co.

Chiuyen, Chl. ss., 1,777, C. Stewart, 15th Dec.—Canton 14th Dec., Gen.—C. M. S. N. Co.

Liang-chow, Br. ss., 1,215, H. Harder, 15th Dec.—Canton 14th Dec., Gen.—B. & S.

Nord, Br. ss., 1,248, Jones, 15th Dec.—Canton 14th Dec., Ballast.—A. P. & Co.

Helene, Ger. ss., 771, Bendixen, 15th Dec.—Swatow 14th Dec., Gen.—J. & Co.

Yunnan, Br. ss., 1,767, J. R. Owen, 15th Dec.—Hongay 12th Dec., Coal.—B. & S.

Clearances at the Harbour Office.

Destinations, for Bangkok.

Indraade, for Shanghai.

Yunnan, for Shanghai.

Fauang, for Kobe.

Kuttan, for Shanghai.

Keelung, for Shanghai.

Holbow, for Canton.

Hongay, for Amoy.

Nord, for Swatow.

Ponlong, for Swatow.

Gorbin, for S'ng'ghai.

Halec, for Quin Hana.

Hutchow, for Canton.

Shadok, for Hongay.

Sanda, for Shanghai.

Departures

Dec. 15.

Bul'month, for B.likpapp.

Wakam's Maru, for Wakamatsu.

Fukura Maru, for Wakamatsu.

Chouang Maru, for Swatow.

Hanyang, for Amoy.

Sabine Rickmers, for Canton.

Choyang, for Canton.

Amal, for Canton.

Holfele, for Haiphong.

Hallamshire, for Seattle.
 Fauang, for S'ng'ghai.
 Kui ang, for Moji.
 Keelung, for Shanghai.
 Samon Maru, for Ocean Island.
 Anops, for Moji.

Passengers arr'd.

Per Goode, from Hongkong from Southamp-

ton; Messrs. E. A. Beaumont, R. O. Ching

Chap and Z. Bentor, From Geneva—Sir

Paul Chater, Capt. Voh Wenzel, Mr. Sibaud

Figuet, Capt. W. Robert, Feikende Enrikis

Commodore Z. A. Bell, Miss Virginia Lee

Baker, Major Anderson, Messrs. Stockwell

Paul Bork, Captain, Ziegler, Ziegler and Amendo

Cappelli, from Colombo—Yenn, W. S.

Griscom, Walter Griscom, Robert Ree, Rev.

Y. Battelmann, and Mr. Rob. Rossiter

From Fesang—Messrs. E. W. E. Cotton and R.

Sheepshanks, From Singapore—Miss. Mr.

J. Ellis, W. T. reman, Jan Yung Chiang, Mr.

and Mrs. F. Tomély, Th. S. van Hunt,

Max Luchs, Y. S. Stafford, Dr. Simon

W. Gladst, Miss Na'el, Mr. Ch'en Liue Yen,

Dr. and Mrs. Hongkee, Wong Llov

Chow, Chow Leng Fock, Chu Then Heng,

Thibida, Chedamal, Pessona, Mrs. K.

Yao, Messrs. Hugoowilpen and C. Kai

Hock.

Passengers departed.

For K'istai, for Europe, &c.—Mrs. H. K.

Grood and son, Mr. Ch. Evans, Mr. and Mrs.

J. W. S. from Mrs. H. L. Sefton, Mr. and Mrs.

J. C. Thomson, Mr. and Mrs. G. D. Adams

Messrs. M. Adams, M. L. Swope, Mr. and Mrs.

J. T. Limpricht, Messrs. J. and G. Lamprecht

C. Poe, Meeker, Mrs. A. D. Power, Mr.

Mr. J. W. Robertson, Messrs. R. and M.

Robertson, John Robertson, Mrs. Taylor, Mr.

E. F. Eldebrecht, Miss E. Schobiger, Messrs.

L. G. and L. W. Brown, Mrs. G. Rodgers

Mrs. H. Lovell, Mr. M. C. Owen, Mr. and

Mrs. H. Weider, Misses Bheema, G. Symons

W. Rückmann, L. D. Stone, Miss A. F.

Andrews, Mrs. A. S. Damon, Inspector H. Kreis

Messrs. G. A. Reid, Newman, Mr. and Mrs.

K. Loo, Mr. G. Hoppler, Rev. L. Dehou

Messrs. Teberghen, Ayer, Sander, Kay Seong

Boon, Mr. and Mrs. Ng Yip San and child,

Rev. and Mrs. J. P. Jones, Messrs.

Vang Kip Chee, Iai Lieu Kong, Lal Lal

Chow, Wong Yue, G. Williams, Mrs. Lau Kee

Noguchi, Ket Sam and W. Dodds.

Arrivals.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION FOR LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,00,000 \$150,000	\$2,029.30	\$2,029.30	£2 for first half year ending 30.6.10 @ ex 1/5 = \$212.45	5 %	1,200 sellers 1,200
National Bank of China, Limited.....	99,925	47	46	\$4,000 \$10,000	\$30,352	\$30,352	5s (London 1/6) for 1909 .....	...	880 buyers
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$8,000,000 \$8,000,000 \$8,000,000 \$8,000,000	none	none	5s for 1909	81 %	\$185
North China Insurance Company, Limited	10,000	415	45	Tls. 205,119	Tls. 205,119	Tls. 205,119	Final div. of 7 1/2 % for '09 making 15 % in all..	5 %	Tls. 150 sellers
Union Insurance Society of Canton, Limited	13,400	\$250	\$100	\$10,000,000 \$10,000,000 \$10,000,000 \$10,000,000	\$287,984	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$20 per share for 1909 .....	...	8171
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000 \$100,000	57,7,627	57,7,627	5s for year ending 31.12.08 and interim of \$3 on account of 1909	81 %	150 sellers
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000	\$426,118	\$426,118	50 end-bonus 5s for '08	7 %	\$166
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000	57 for 1908	57 for 1908	5s for 1908	8 %	\$165
SHIPPING.									
China and Manila Steamship Company, Limited...	10,000	\$25	\$25	\$57,743 \$30,000 \$100,000	Dr. 3,677	Dr. 3,677	5 1/2 % for 1906 .....	...	88
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$100,000	N.H.	N.H.	2s for year ending 30.6.1908 .....	...	1,200 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$167,500 \$17,675 \$15,493	13,2,66	13,2,66	Dividend of \$1 1/2 for 30.6.10	81 %	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred). "Shell" Transport and Trading Company, Limited. "Star" Ferry Company, Limited.....	60,000 60,000 10,000 10,000	45 45 50 50	45 45 50 50	\$138,100 \$720,000 \$100,000 \$100,000	15,161 103,904 21,159 21,159	15,161 103,904 21,159 21,159	3 1/2 % on Preferred shares only for '10 .....	...	\$56 sellers
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	\$100,000 \$100,000	5s for 1908	5s for 1908	Final div. of 2/6 per sb. (cop. 14) making in all 4/6 per sb. for 5 1/2 % as for div. of 1s. per sh. on ac. for '10	5 %	81/2 sellers
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,20,000 \$10,000	Dr. 1,000	Dr. 1,000	5s for half year ending 30.6.1910	6 %	5124
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	\$100	Dr. 1,5,69,	Dr. 1,5,69,	5s for 1897 .....	...	1,200 sellers
MINING.									
Chinese Engineering and Mining Company, Ltd....	1,000,000	1s	1s	\$1,15,000 \$1,15,000	1,15,435	1,15,435	Final div. of 1/4 for the year 1910 making 15 % (coupons No. 15)	9 %	Tls. 15 1/2
Headwaters Mining Company	60,000	P.s. 10	P.s. 10	none	none	none	First year .....	...	P.s. 10
Raub Australian Gold Mining Company, Limited	150,000	A1	A1	\$1,15,000 \$1,15,000	none	none	\$1 per share 13th dividend	5 %	541 sellers
Oriental Consolidated Mining Co., Ltd. DOCKS, WHARFS & GODOWNS.	50,000 500,000	G 10	G 10	none	none	none	Final of Gold \$0.05 for 1909 in all G \$1.15	3 1/2 %	3 1/2 sellers
Fenwick (Goo.) & Co., Limited	18,000	\$25	\$25	\$15,375	Dr. 58,460	58,460	5s for year on 1.1.15 114.15 .....	...	55
Hongkong & Kowloon Wharf and Godown Co., Ltd..	60,000	\$50	\$50	\$1,10,000 \$1,10,000	5264,847	5264,847	5s for 1909	4 1/2 %	551 buyers
Hongkong and Whampoa Dock Company, Ltd.....	50,000	\$50	\$50	\$1,10,000 \$1,10,000	52,13,75	52,13,75	3 1/2 % for half year ended 30.6.1909 .....	...	554 buyers
Shanghai & Whampoa Dock and Engineering Co., Ltd.....	Tls. 55,700	Tls. 100	Tls. 100	Tls. 6,697,57	Tls. 6,697,57	Tls. 6,697,57	Final of Tls. 3 1/2 making Tls. 6 in all for year 1904 1910	8 %	Tls. 67 1/2
Shanghai and Hongkow Wharf Company, Limited..	16,000	Tls. 100	Tls. 100	Tls. 10,000 Tls. 10,000	71,9,222	71,9,222	Interim of Tls. 3 for 1910	7 %	Tls. 97 1/2
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,15,000 \$1,15,000	Tls. 4,374	Tls. 4,374	Tls. 6 for year ending 29.2.10	5 1/2 %	1,200 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,15,000 \$1,15,000	324,041	324,041	8% for 1909	8 %	1,200 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,15,000 \$1,15,000	51,127	51,127	55 on old shares \$150 on new shares for half year ending 30.6.10	6 %	1,200 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,15,000 \$1,15,000	51,128	51,128	Interim of \$5 1/2 for 1910	7 %	1,200 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,15,000 \$1,15,000	51,171	51,171	45 cents for 1909	6 %	1,200 sellers
Kowloon Land and Building Company, Limited.....	6,000	\$250	\$250	\$1,15,000 \$1,15,000	51,172	51,172	5s for 1909	8 %	1,200 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,15,045 Tls. 10,000 Tls. 1,15,000	51,173	51,173	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 105
West Point Building Company, Limited.....	12,500	\$250	\$250	\$1,15,000 \$1,15,000	51,175	51,175	Interim of \$1.80 for 1910	8 1/2 %	\$10
COTTON MILLS.									
Kwo Cotton Spinning and Weaving Company, Ltd....	20,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 40,000 Tls. 50,000	51,19,99	51,19,99	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 87 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,15,000 \$1,15,000	59,551	59,551	50 cents for year ending 31.7.08 .....	...	\$44
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 15,000 Tls. 15,000	52,1,872	52,1,872	Tls. 7 for year ending 30.9.09	10 %	Tls. 50
Laou-kung-kow Cotton Spinning & Weaving Co., Ltd Sey Chua Cotton Spinning Company, Limited.....	5,000 3,000	Tls. 100 Tls. 100	Tls. 100 Tls. 100	Tls. 1,15,172 Tls. 1,15,172	51,189	51,189	Tls. 6 for 1909	10 %	Tls. 48 1/2
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	1s/6	1s/6	\$1,15,000 \$1,15,000	51,19,99	51,19,99	15 % per share for 1909	5 1/2 %	512 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,15,000 \$1,15,000	51,242	51,242	60 cents for 1909	5 1/2 %	512 sellers
China Light and Power Company, Limited Do. Do. Special shares	50,000 50,000	\$12	\$12	\$1,15,000 \$1,15,000	51,602	51,602	60 cents for year ended 18.2.06	10 %	512 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,15,000 \$1,15,000	51,692	51,692	80 cents for 1909	7 %	512 sellers
Dairy Farm Company, Limited	40,000	\$78	\$6	\$1,15,000 \$1,15,000	51,700	51,700	\$1.20 for year on 31.7.09	5 1/2 %	512 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,15,000 \$1,15,000	51,707	51,707	Interim of 15 cents per share for 1910	10 %	512 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,15,000 \$1,15,000	51,708	51,708	14 per cent. viz. \$1.40 for 1909	12 %	512 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,15,					